NBDS Public Kick-Off Meeting Notes/Feedback

Open House Stations Comments:

Background and Introductory Boards (pages 1-5 of the "Strengthening Neighborhood Business Districts" brochure)

o   None of it matters unless the State gets friendlier to small businesses.
o   Don't reduce parking requirements – it hurts small business. Don't allow substandard parking places (compact size spots).
o   Change of use/other notification (public) should be mailed to surrounding residential and commercial tenants as well as property owners.
o   Study relationship between parking and business success. Businesses see the relationship – why don't you.
o   Focus commercial/retail on corridors and allow other uses on side streets.
o   Need teeth in neighborhood plans
o   Being 20 years old is not a reason to change anything but your shorts.
o   For areas without neighborhood plans begin to identify key elements
o   Do not reduce open space requirements
o   Zoning changes for increased density should be in areas expected to receive growth
o   A person starts a business to make a profit, if they are successful, they grow & create jobs. City needs to support business growth.
o   Changes in zoning are needed to offer flexibility that encourages good design.
o   In pedestrian-oriented areas need to consider alleys as passageways – need to be attractive, clean & safe
o   Be sure plans are maintained – don't let dead dogs bite!
o   Urban villages need height! For density

Objective 1: Support job creation and business vitality

o   Make more use of immediate side streets and alleys – current zones and codes tend to be biased towards "strip" orientation
o   There is no relationship between neighborhood zoning details and the regional economy, throwing out the rules does not create jobs. Demand for products and goods and services create jobs.
o   Encourage business-operator-owned properties to support businesses who have a local investment in the neighborhood
o   Encourage business owners who want to live in the same building
o   Encourage small-scale/historic business and commercial buildings
o   Need to address graffiti and other unlawful activity that scares away customers and residents

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Objective 2: Maintain Compatibility

o Zone to Neighborhood Input and Vision.
o Your goals are way too broad – why not just tell folks your plan is to reduce parking requirements, open space, allow off-site parking, and increase density.
o What kind of "tools" are going to be used to encourage each of your goals. Hope you have something to rely on besides parking requirement.
o I agree with removal of conflict with parking. I think more work might be needed to help business deal with any limitations of parking. At lease advice or hints at changes in their strategy that would help them survive.
o Pedestrian orientation (pedestrian friendly) should apply to every transit arterial (Aurora/Rainier/MLK/etc). All transit riders start as pedestrians.

Objective 3: Improve the Pedestrian Environment

o Corners are the most important determinant of neighborhood image and identity: no parking, please.
o Mixed use needs open space at grade. Limit percentage of open space on roof.
o One real tree per project.
o Consider making some streets that connect businesses pedestrian only.
o What's really changing? Create version of brochure for business owner, resident, etc.; succinctly message how this will impact our neighborhoods.
o Require canopies on main pedestrian streets.
o Encourage/allow vendors/carts to operate on sidewalks; enliven the pedestrian experience.
o 23rd & Madison Safeway – Blank Wall.
o Important to improve the pedestrian environment – but not at the expense of other issues – adequate open space, parking, etc.
o Remember pedestrian-friendly lighting, parking strips, bike lanes in planning for pedestrian-friendly environment. They're in Rainier Beach's plan.
o Allow upgrades and use of alleys – current codes make it impossible to add commercial use of alleys.
o To encourage attractive streetscapes, need to require essentials like water and power are provided for plantings and decorations.

Objective 4: Provide housing growth in neighborhood business districts

o Your board says "currently, zoning requirements make little distinction between areas inside and outside UC & UV's creating a need for better tolls to meet Comp Plan and Neighborhood Planning Goals". PROCEED WITH CAUTION!! Many, many people were told during the NP process that the community would direct any zoning changes, if desired. We were told the City would not come back and overlay any different zoning as a later effort to create more density than targeted and available in a neighborhood. Create any new "tools" with this understanding and history in mind.
o Housing growth and zoning changes should be directed to areas anticipating growth and should be consistent with neighborhood plans; Do not allow detached accessory dwelling units in single-family neighborhoods. We don't

need garages converted to a housing unit accommodating 8 people –
enforcement problems, parking and traffic.

o Enforcement of existing housing. I'm not against DADU's – should be a limit on
total developed within small areas. Look at neighborhood plans for where
housing growth should occur.

o Allow residential uses at street level in less comm. viable locations, keeping
flexibility. (Commercial height requirement 13' should apply).

o Allow smaller hotels in neighborhood centers (most hotels are downtown).

o No commercial bonus for non-commercial space.

o No sloped-lot bonus.

o Upper level setbacks on view corridors.

o Bring back the 80s rule to replace bulk.

o Create "outdoor room" effect at NC nodes by maintaining and reinforcing
strong street wall with building facades.

Objective 5: Achieve quality design through development flexibility

o Ravenna Blvd. & Roosevelt – example of project that would have benefited from
Design Review – garage door on boulevard not preferred.

o Design Review is good, but the board really has not authority to deny approval
of a project – only approve or approve with conditions – at least according to
DPD – please put teeth in process.

o Continuity in board membership for complex projects (especially for multiple
meetings).

o The code's prescriptive standards produce bad buildings. Don't encourage this
through an existing process.

o Don't assume prescriptive standards are going to meet community needs.

o Design review is based on the tension between the developer seeking relief from
rules and the neighbors wanting better design. You lose that nexus when you
remove the rules. "Performance rules' did not work in multi-family.

Objective 6: Support transit connections

o Bus only lanes – only need paint – no monorail, no shadow

o Designated bike lines – another simple way to get cars off streets and sidewalks
safe.

o Concentrate on connecting neighborhoods once monorail and light rail have
been built.

o Need adequate space to allow cars to pass buses.

o Make sure the scope extends to full pedestrian distance (i.e., 15-10 blocks) from
stations, not just immediate vicinity.

o Neighborhoods are growing denser: How dense will they become with no
change? Why do we need to change now – so soon after neighborhood
planning?

Objective 7: Balance parking needs

o ____ people own cars in Seattle; Recognize residents need for auto, especially recreational trips – long ones i.e. Eastern Washington or mountains; Child transportation; Another fallacy is default "regulation by pain" – managing parking by allowing more & more intense parking congestion; In Europe – there are still cars; People will own cars even with such painful inconvenience

o Shared ADA spaces among different properties

o Do not reduce parking requirements for business, multi-family, mixed-use or residential; Do not allow off-site parking for business or mixed use – this will hurt small business; Enforce the ADU and coming DADU off-street parking requirement – give notice of parking waiver applications – there isn't enough street parking

o I've heard about a parking model used in Vancouver BC, where parking requirements are established neighborhood by neighborhood, and scale the parking requirements based on multiple factors (# of autos, transit accessibility, density, etc.) Could we do this in Seattle? Relate parking requirements to auto ownership in neighborhoods, promote transit.

o Less residential parking does not reduce driving, and can increase driving; less commercial office parking increases transit use

Objective 8: Make the Code Easier to Use

o Improve linking of all reviewers, including those from other departments and agencies (e.g. trees & planting strip changes)

o Make the live/work space ordinance easier to implement/more coordinated with NC code

o The Code gets worse and worse the more you muck with it. Involve all interests if you revise – no citizens other than Carol Eychaner on this current attempt – just developers and those representing developer interests. (*EDITOR'S NOTE: Two other neighborhood representatives, in addition to Carol Eychaner, were actively involved in our advisory committee.*)

o Why have such narrow specific definitions for various land uses? (Retail, restaurant, admin office etc.), seems to handcuff developers in trying to fill vacant storefronts. Why not just say it's "commercial" and require frontage, transparency, parking etc. but don't specify that it has to be this or that. Specific commercial use? If they can't find a retail tenant, let it be office – at least in the short term. Maybe even allow residential use on side streets with commercial zoning as long as it can be converted to retail or another commercial use in the future.

o A significant amount of the code is developer inspired exceptions – eliminate the exceptions! Simpler does not mean no rules.

Small Group Notes:

Group 1 (Solomon Alemayehu – Facilitator, Mary Catherine Snyder – Note taker)

Question #1:
 What are key elements of improving neighborhood business districts to achieve these goals? What characteristics are necessary for a pedestrian-friendly streetfront?

- o Why not ask what's not working now, especially for businesses? (especially in our groups?)
- o As an example – Beacon Ave w/ parking lots in front; what's the best location? Vs. aesthetics & pedestrian-friendly street front
- o Balance ped access-visibility vs. parking location esp. signage & make sure people know where it is.
- o Research relationships of parking to success of businesses – how much business sales tied to parking space
- o Need an objective measure to determine parking demand
- o Recognize convenient parking as providing business customer access
- o Density of businesses also draw customers
- o Recognize that businesses draw from beyond pedestrian-shed
- o Multimodal neighborhood access so not just cars
- o Need travel surveys of how people get to stores in business districts
- o This is neighborhood-specific especially with topography – hills lead to different walking behavior
- o Small retail independent owned businesses in Seattle threatened by – big box, multi-national chains
- o Infill development – new, more businesses added to a neighborhood would help but amenities are needed to make work

Question #2:
How should parking be regulated to create a more pedestrian and transit-oriented city?
- o Improve alleys for pedestrian access
- o Above ground-level skyways
- o Ground-level interior plazas/courtyards of alleys - space for seating
- o So all pedestrian access doesn't have to be limited to streets
- o Mid-block crossings on arterials to make more neighborhood pedestrian-friendly
- o But more pedestrians crossing the slows vehicles down; used example of scramble signal
- o Don't put pedestrian access to cross street behind moving cars
- o Need to slow traffic
- o SDOT staff Mary Catherine Snyder asked about bus traffic; comment back bus traffic not so much of a focus on transit speed but frequency

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- o In West Seattle Junction, look at sidewalk improvement project for lessons learned – sidewalks, curb bulbs, planting hangings (flower baskets); problems – difficult to water the plants so make sure water access (spigot) in new development
- o Also street activity/fairs/x-mas lights
- o But problem of power/electricity access instead of along alleys
- o Make sure we take care of what the business districts are doing/promoting

Question #3:

How flexible should the City be in regulating street-level use? For example, is street-level housing acceptable in commercial zones outside of core commercial districts?

- o With new construction high rents are tremendous challenge for small businesses (their construction costs are so high that they can't rent at lower rates – will instead keep empty)
- o Concern that request variance for changes of use – notification needs to be to tenants in addition to land owners
- o Encourage local property ownership
- o look into what SBA does
- o encouraging live/work
- o the more local ownership the better for the neighborhood
- o building in ID w/ condo businesses as well as residential condos
- o more flexibility = good design because we have unique business districts
- o 8?
- o w/ ground floor retail
- o outside of retail business cores – be more flexible as to what goes in – we can predict what goes in – much remains vacant
- o instead of regulations - look to creative incentives
- o ground floor "housing" that has more in/out – active use even if it is office to being more visibility
- o look at California Ave – was it supposed to be 1 long strip of commercial – or have more hubs/nodes
- o Address new construction impacts on business districts
- o More than just signs "businesses are open": -marketing $, - signs for directions to parking, - pedestrian detours that are too much of a detour or blocking access
- o Make it more friendly for street vendors to exist in neighborhoods
- o Revisit residential internal open space regulations
- o Private residential open space (meeting rooms etc) doesn't work well
- o Move it to the street front

Group 2 (Marty Curry – Facilitator, Lish Whitson – Note taker)
Question #1

What are key elements of improving neighborhood business districts to achieve these goals? What characteristics are necessary for a pedestrian-friendly streetfront?

- In the late 80's – mixed use standards were put in place because single purpose residential wasn't working
- Need streetfront continuous; no missing teeth
- Need density to support businesses; people walking to businesses
- Have too much retail/commercial space; store spaces are too small; can't afford to build retail on small sites
- Shell reconstruction (of older buildings) difficult
- Grandfathering allows flexibility
- In some neighborhoods parking for businesses isn't required
- Parking for residents necessary
- Depth in commercial allows residential
- Need commercial storefront continuity
- Take advantage of outdoor storefronts spilling onto street
- Canopies
- Pay attention to sidewalk width – narrow sidewalks lock in what uses can front on street
- Setback street level – count towards open space
- Allow businesses to front on parks
- Most important to pulling in anchors is square footage – spaces are too small
- Sites are too small in nc zones
- Increase retail – allow on 2 floors?
- Difficult to make work
- Comes back to density
- Encourage retail on 2nd floor
- Code sets limits
- Variety of businesses - some need small spaces
- Flexibility is important
- Most of city is built
- Roosevelt – lots of lots are going to be rebuilt

Question #2:
How should parking be regulated to create a more pedestrian and transit-oriented city?
- Vancouver tailors parking to income, unit size, distance to skytrain, neighborhood
- Parking can be waive-able for businesses
- "underbuilding" of parking spaces is important for healthy business districts
- Best business districts in Seattle have bad parking
- Building for people close to businesses
- Vancouver found no relationship between parking supply and demand
- Look at culture – this is a car culture
- People will own cars – need spaces for them
- Parking space is 350sq ft – about 1/3 an apartment
- Rent is $100 costs $300,000 to build – rest of projects subsidizes the parking space
- Can't build for people's desire for cars and driving

- o Don't worry about parking
- o Regrade street parks are being used for parking
- o Cultures different in different neighborhoods
- o (There) isn't one answer
- o Include public transportation in code for parking
- o Use code to be more progressive on transit
- o Give credits for locations where not feasible to build parking; spend $ on transit
- o People own cars
- o If difficult to own cars – people won't own them
- o Street fronts of business districts needs to be available for customers
- o Don't share parking – covenants don't work
- o Need better coordination among developers and permitting in terms of traffic impact analysis & parking & pedestrians
- o Key issue for mixed-use projects is parking access

Question #3:
How flexible should the City be in regulating street-level use? For example, is street-level housing acceptable in commercial zones outside of core commercial districts?
- o Limited areas require retail
- o Too much commercial zoning
- o Don't allow commercial in industrial zones
- o Industrial zones are only healthy when they keep growing – the space for that is outside of Seattle
- o Need to save small businesses
- o Don't allow big boxes
- o Ballard areas with chain stores have dead street environment, areas with small locally-owned businesses are vibrant
- o Allow flexibility for ground floor residential
- o Artists on first floor
- o Be careful about where residential is allowed

Group 3 (Erik Mamroth – Facilitator, Scott Dvorak – Note taker)

Question #1
What are key elements of improving neighborhood business districts to achieve these goals? What characteristics are necessary for a pedestrian-friendly streetfront?
- o Broadway – unlawful activity, including graffiti, keeps shoppers <u>and</u> residents away
- o Storefronts, mixed businesses create environments that discourage unlawful activity
- o Density creates street activity
- o Proximity of storefront to street is important

- In some neighborhoods – increased density eliminated space in front of buildings which made unfavorable street environments
- No parking in front of stores creates bad environment
- Sidewalks should be wider w/ street furniture and building overhangs
- Consolidation of street furniture makes the street look cleaner, better
- Be careful of clutter on the corner – perhaps consolidate street furniture mid-block
- Awnings/overhangs are good for rain but what about summer/sunny days?
- Vision for neighborhood – make sure this process is about the vision and not about what it is. The transition may be difficult.
- Sometimes there is a disconnect between neighborhood plan and vision.
- Sidewalk width important
- Mix between commercial and residential would create a livelier street scene.

Question #2:
How should parking be regulated to create a more pedestrian and transit-oriented city?

- Cars are not built the way they were in the 1970s. There are smaller cars now. Even SUVs are smaller than 1970's Cadillac. Reducing parking space size will add parking.
- Every year survey finds that the #1 problem for small businesses is parking availability.
- Admiral parking garage built but not used
- If you can park for free near your destination you are discouraged from paying for parking even though it might be more convenient. (sic)
- Bellevue Square identified as a good example of parking/retail mix – not retail in a sea of parking lots.
- Parking integrated into development works really well – close to the retail – not on the street. An example of good integration is Harvard Market on Capitol Hill
- Access to those lots is an issue some are awkward and inconvenient. Parking requirements sometimes collided w/ neighborhood design wishes.
- Parking needs to be well designed, not wedged in as an afterthought
- Vancouver – neighborhood parking plans rules specific to the neighborhood conditions
- One size plans do not fit all.
- There should be no waivers from DPD for parking.
- Parking is sort of a game. People will drive to find free parking or closer parking even if there is a pay lot next to where they are going.
- U-District sticker program seems to work well
- Would rather patronize a business and get validated parking than just pay for parking.
- Not efficient to take the bus
- Transit-oriented development won't work
- A comprehensive transit system could work, but there are too many things to do to figure it out. Need parking in the meantime.
- But if jobs and housing were close – you wouldn't need car.

o What about park and rides?
o More efficient bus system could negate the need for cars. Cars should be left at home.
o Design favorable bus flow through neighborhoods
o People will take transit to pedestrian-friendly retail
o People drive because they need the car to cart things home – often buy more than they can comfortably carry.

Question #3:
How flexible should the City be in regulating street-level use? For example, is street-level housing acceptable in commercial zones outside of core commercial districts?
o There are many places where there is awkward juxtaposition of commercial and residential
o But vice versa there may be places where you would want commercial in residential areas (i.e. corner grocery stores)
o There is a problem w/ vacant retail space in some of the new mixed use development.
o Examples of specific places with vacant commercial property in mixed use development: Morgan Junction, Roosevelt. In Roosevelt other types of uses moved in. Not traditional retail – there just wasn't the demand for it.
o Depends on neighborhood – depends on situation. Try to have flexibility – can that be regulated?
o Maybe flexibility in the spaces. Floor area – ceiling height.
o The plan may call for future commercial or mixed use – but the transition period getting there is difficult
o Flexibility might be good – but it might not.
o What would the residential be like in these types of development?
o Belltown has density but little street life
o Opposite is true in Capitol Hill
o Look at pre-auto models for examples of how it could work here now.
o European cities using signs and comprehensive plans to minimize cars
o How do you take a car-oriented neighborhood and turn it into something else?

Group 4 (Ann Sutphin – Facilitator, Kay Willhight, Note taker)

Question #1
What are key elements of improving neighborhood business districts to achieve these goals? What characteristics are necessary for a pedestrian-friendly streetfront?

o The code should work as a whole to promote the goals for successful business districts: consistency, balance, coherence. Right now, when all the sections applied to a proposal they don't always advance goals.

o Allow/encourage property owners to come in for more than single parcel for design review. Need to look at things more broadly.
□ Neighborhood plans should be regarded as documents in flux (long term – some idea in original plan are dead or not relevant). Old plans should not be used to stop new ideas from moving forward.
o Get rid of strip zoning and expand zoning depth with reason & think sideways off arterials
o Encourage residences above commercial. More feet on street in retail areas. Some regulations discourage more housing.
o Reduce parking requirement
o Reduce restrictions on use to allow residential
o Encourage more social-based (dining, shopping, retail), stay-longer time by following European concepts
o Ensure that arterials don't destroy pedestrian environments – find suitable traffic calming features
o Locate parking off of arterials
o Extend business district off & beyond arterials and encourage pedestrian only areas.
o Use signage to direct shoppers to expanded business district off of arterial (i.e. Hiawatha)
o Rethink NCR, keep residential to allow more flexibility (NC1 is now brick-on-a-shoebox)
o Evolve code live/work w/ neighborhood – clarify & strengthen. Make them work together.
o Encourage opportunities to expand residential on edges of commercial core.
o Use live/work to transition from commercial core to adjacent residential
o Promote flexible use of alleys to encourage business district viability
o Alley overlay – consider allowing services of alley like Europe

Question #2:
How should parking be regulated to create a more pedestrian and transit-oriented city?
o Better public transportation; services to small businesses; "village to village" (i.e. Fremont to Capitol Hill)
o Today you have to take a car – transit is too slow or not available.
o Better enforcement of P2 overlays (i.e. offices on street level)
o Parking – common areas, less visible, encourage pedestrian activity & browsing - park-away from retail core and walk from parking.
o Change code to encourage shared, peripheral parking & limit cars in core commercial area

Question #3:
How flexible should the City be in regulating street-level use? For example, is street-level housing acceptable in commercial zones outside of core commercial districts?

o Change code to be more flexible for changes of use on street fronts between residential & commercial areas but still maintain a critical mass of store-front commercial in core
o See comments to Question #1.

Group 5 (Alan Justad – Facilitator, Susan McLain - Note taker)

Question #1
What are key elements of improving neighborhood business districts to achieve these goals? What characteristics are necessary for a pedestrian-friendly streetfront?
o Tension between arterial-based business districts and design for pedestrian-oriented business districts. (X) Madison AND traffic flow also enhances business viability
o Slower traffic / physical or visual distinctions that convey a pedestrian "place"
o How can we slow arterials/state highways through ped-oriented business areas? Traffic lights, narrower drive lanes, on-street parking, development close to rights-of-way, wider sidewalks, textured pavement/distinct roadway design
o Outside of café, awnings to encourage outdoor activities during Seattle's rainy season
o Lessons from the AVE: pavement treatments

Question #2:
How should parking be regulated to create a more pedestrian and transit-oriented city?
o General approach to development = project-by-project. Therefore, impact studies should analyze broader neighborhood with regard to parking, traffic. Example: central areas
o Impact fees to accommodate potential future impacts
o Tension: require parking access behind = push traffic into neighborhoods
o Encourage shared parking to accommodate complementary parking needs
o Needs of business districts vary, parking requirements should reflect this; example: local business districts draw from citywide; example: business districts that are transitioning from regional – to neighborhood-serving.
o Address challenge: parking behind, but retailers want <u>one</u> entrance in front. Example: 15th Ave Safeway (*EDITOR'S NOTE: I assume they meant Safeway on Capitol Hill at 15th Ave E & E John St.*)
o City should continue to press for parking & access located behind in order to preserve ped-oriented street frontage.
o Design Review results in relief from standard v/v (*EDITOR'S NOTE: not sure what v/v means*) driveway width and site triangle. Could these be standardized?
o Development should reflect the character/traffic volumes of adjacent street

Question #3:

How flexible should the City be in regulating street-level use? For example, is street-level housing acceptable in commercial zones outside of core commercial districts?
- o Expand use of NC/R zone designation
- o Ground-level residential should be "convertible" to commercial spaces in the future
- o Carefully distinguish between streets where retail (ground floor) is required, streets where commercial is encouraged, and streets where commercial at ground-level is allowed. Example: streets that bisect major commercial/retail streets. Review periodically.
- o "Convert-ibility" = setback to the sidewalk; residential should be considered to be temporary (future retail accommodated)
- o Require retail at <u>street corners</u> within largely single-purpose residential
- o What makes single-purpose residential "pedestrian friendly?" – stoops; narrow streets; foyers with interest; wide sidewalks using planters to delineate uses
- o In general, encourage individuality/creativity in design of single-purpose residential
- o Existing modulation requirements result in exactly same interpretation

In general:
- o Too many use categories. Need broader categories. Example: "commercial"
- o Vibrant neighborhoods need small hotels (even large chains could sprinkle small facilities throughout neighborhoods) Example: Eastlake?
- o People will find a way to get to desirable business districts without a lot of parking; parking requirements can be onerous & stifle creative design of buildings
- o "Friendly" code = multi-media code
- o Encourage <u>mixed</u>-income buildings (diversity within buildings)
- o Family-oriented residential development

Group 6 (Dennis Meier – Facilitator, Mark Troxel – Note taker)

Question #1
What are key elements of improving neighborhood business districts to achieve these goals? What characteristics are necessary for a pedestrian-friendly streetfront?
- o Critical mass of business activity helps get positive activity rolling (follow up) Colman Building – how to knock it down?) (20th to 24th Ave E on Union)
- o Pedestrian zones are sometimes too long; they get diffuse
- o Some solutions may not involve zoning code (Colman e.g.)
- o Art. Character. "Whimsy?"
- o Educating storekeeper on pedestrian orientation. (auto-mindset); Outreach to them on safety etc. is one strategy
- o Kiosk or other main attraction for unique neighborhoods

o Green space – plantings – strips plantings
o A way to personalize and distinguish you neighborhood (Neighborhood Matching Fund) (Priorities)

Question #2:

How should parking be regulated to create a more pedestrian and transit-oriented city?

o - Commuters/ - Shoppers/ -Residential
o Shared parking for businesses; Shared ADA space
o If ADU & DADU, lift max of three cars per SF dwelling (Note for follow-up Single Family work)
o MF residential – reduce requirements; most don't have 2 cars
o Laws should require cars to pay their own way
o Commuter "hide & ride" issue; Residential Parking Zones? How to fix?
o Encourage pedestrian oriented businesses
o Bicycle parking (Free SDOT permit – no fee per SDOT); Cascade Bicycling Club could publicize City's free bike racks

Question #3:

How flexible should the City be in regulating street-level use? For example, is street-level housing acceptable in commercial zones outside of core commercial districts?

(Street-level commercial in mixed use)

o Affordable units for street-level; nonresidential uses
o Live-work as a solution
o All housing can be street-deadening
o Convertible space at street-level (for change later)
o Right mix and concentration of activity and housing is key
o Design residential to be street-oriented (Stoops? Street furniture? Design?)
o No (off-street) parking in front
o Where does street-level residential work? Courtyards? Example Wilsonian (*EDITOR'S NOTE: an apartment building on the Ave in the U-District*)
o Incentives for neighborhoods that need investment; - clear criteria
o Support artists in distressed neighborhoods